mutagenicity in case of Lindane, IARC on behalf of WHO examined in 1971 all the data and arrived at the conclusion that there was no evidence that Lindane was carcinogenic in mice. In fact, no increase in tumors was seen in rats fed a maximum of 100ppm of Lindane throughout their life span. The formation of liver tumors. with high dosage of Lindane in mice has been observed. But studies with Lindane conclusively prove that it is not geno-oxic and thus it cannot be concluded that Lindane is carcinogenic. However, Lindane has been classified as possible oncogenic pending further review by US EPA. IARC has not classified Lindane as carcinogen in human while US EPA rating accepts only limited evidence from animal studies (mice) and no human date as evidence of carcinogenicity.

The United Nations publication has revealed that this chemical has been banned|restricted in many countries including Canada, Maxico, Kenya, Argentina, Siwitzerland, Thiland and USA. However, Lindane has been under special review by US Environmental Protection Agency.

In view of the above, the use of this chemical has been reviewed by a high level Committee set up under the Chairmanship of Dr. S. N. Bannerjee and is being finalised for submission to the Government.

Non-furnishing of environmental data by Nylon 66 producing company

592. SHRI B. K. HARIPRASAD: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government's attention has been drawn to the news item which appeared in the Economic Times of 29th November, 1990 regarding non-furnishing the vital environmental data by Thapar Du Pont Limited on its Nylon 66 project proposed to be set up in Goa; and

(b) if so, what steps are being taken in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI STAYA PRAKASH MALAVIYA): (a) Government have seen the news item in question.

(b) As the matter concerns a private limited company and a voluntary environmental organisations, the matter is essentially for the parties concerned to resolve among themselves.

Representation against Discontinuance of Air Service on Madras-Australia route

593. SHRI S. MADHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have received representations regarding hardships caused to the exporters due to the discontinuance of the air service between Madras and Australia; and

(b) if so, what action has been taken to facilitate cargo traffic on this route?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) and (b) Air India was operating till 31 January 91 between Bombay/Delhi and Sydney via Singapore. These services have been discontinued. Cargo traffic from Madras can be routed on Air India's Singapore terminators and interlined to points in Australia.

Withdrawal of Air India from Australian Air Market

594. SHRI S. MADHAVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air India has decided to pull out from the Australian air market and if so, what are the reasons therefor;

(b) whether the Australian Government has de-regulated Australian air market allowing foreign carriers greater commercial freedom to introduce new sevices; and

(c) whether it is also a fact that air traffic to Australia has been growing at the rate of over 25 per cent per annum over the last couple of years?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Yes, Sir. This decision has been taken on account of inadequate traffic potential between India and Australia.

(b) No, Sir. The Air Services between Austrlia and India continue to be governed by the bilateral air Services Agreement enterd into between India and Australia on 11-7-49.

(c) No, Sir. Sir far as the traffic between India and Australia is concerned, it showed a decline of 7.7 per cent in 1989-90 as compared with 1988-89.

Rise in wage bills of collilries

595. DR. YELAMANCHILI SIVAJI: Will the Minister of ENERGY be pleased to state the percentage rise in the wage bills of the colleries and the percentage rise in the price of coal for each year from 1980-81 to 1989-90, year-wise?

THE MINISTER OF ENERGY (SHRI KALYAN SINGH KALVI): Earning per manshift representing wage bill per man per day and average sale value per tonne as per cost report alongwith their percentage increase over last year from the year 1980-81 to 1989-90 is given below:

Year	Earning per manshift		Average sale value per tonne as per cost-report	
	Rs.	%age increase over last year	Rs.	%age increase over last year
80-81:	50.32	..	120.69	..
81-82:	54.96	9.22	138.09	14.42
82-83:	58.82	7.02	155.77	12.80
83-84:	79.17	34.60	159.98	2.70
84-85:	85.20	7.62	188.18	17.63
85-86:	91.35	7.22	190.87	61.43
86-87:	106.70	16.80	202.80	6.25
87-88:	108.16	1.37	215.41	6.22
88-89:	140.47	29.87	252.29	17.12
89-90:	146.24	4.11	273.60	8.45